

IN THE CLAIMS

Claim 7 has been amended. The following listing of claims replaces all prior versions and listings of claims in the application.

Listing of Claims:

Claims 1 to 6 (canceled).

Claim 7 (currently amended): An engine hood for a motor vehicle having a deformable head impact zone to protect pedestrians in the event of a collision with the motor vehicle, the engine hood comprising:

an outer shell formed by a paneling of a body of the vehicle;

at least one inner shell disposed below the outer shell and connected to the outer shell, the inner shell having a stiffening region, wherein the stiffening region includes a vaulted structure including a grid of bulges formed by local folding of a material of the inner shell so as to insignificantly increase the surface area of the material.

Claim 8 (previously presented): The engine hood as recited in claim 7, wherein the inner shell includes a base part defining a cutout and an insert part disposed in the cutout and fixedly connected to the base part, and wherein the stiffening region is formed by the insert part.

Claim 9 (previously presented): The engine hood as recited in claim 8, wherein the insert part includes a semi-finished product having a smooth edge region and a vault-structured portion.

Claim 10 (currently amended): The engine hood as recited in claim 8, wherein the insert part includes an edge region and is adhesively bonded to the base part at the edge region.

Claim 11 (previously presented): The engine hood as recited in claim 7, wherein the vaulted structure defines a plurality of bulge domes vaulted out in a direction toward the outer shell.

Claim 12 (previously presented): The engine hood as recited in claim 11, wherein the plurality of bulge domes of the vaulted structure are adhesively bonded to the outer shell.

Claim 13 (previously presented): The engine hood as recited in claim 7 wherein the inner shell is between 0.7mm and 1.2mm thick.

Claim 14 (previously presented): The engine hood as recited in claim 7 wherein the bulges protrude more than 2 mm.

Claim 15 (previously presented): The engine hood as recited in claim 7 the vaulted structure includes a honeycomb structure with honeycomb sizes of 25 to 50 mm.

Claim 16 (previously presented): The engine hood as recited in claim 7 wherein the vaulted structure includes hexagonal structures.

Claim 17 (previously presented): The engine hood as recited in claim 7 wherein the vaulted structure includes triangular or rectangular structures.

Claim 18 (previously presented): The engine hood as recited in claim 7 wherein the vaulted structure includes bulges protruding less than 4mm.

Claim 19 (previously presented): An engine hood for a motor vehicle having a deformable head impact zone to protect pedestrians in the event of a collision with the motor vehicle, the engine hood comprising:

an outer shell formed by a paneling of a body of the vehicle;
at least one inner shell disposed below the outer shell and connected to the outer shell, the inner shell having a stiffening region, wherein the stiffening region includes a vaulted structure including local folding of a material of the inner shell so as to insignificantly increase the surface area of the material, the vaulted structure having a grid or lattice constant and vault height matched to a material thickness and desired rigidity of the inner shell.

Claim 20 (withdrawn): A method for manufacturing the engine hood as recited in claim 7 comprising: creating the vaulted structure in a continuous web process.